

Today's
Advertisements.ZETLAND LODGE,
No. 25, E.C.A REGULAR MEETING of the above
LODGE will be held at the FREEMAS-
ONS' HALL, Zetland Street, TO-NIGHT,
the 1st June, at 8.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 1st June, 1899. [723a]

NOTICE.

I HAVE this Day ADMITTED Mr.
FRANCIS BULLER LYON BOWLEY into
Partnership with me. This Date my practice
as a SOLICITOR and NOTARY PUBLIC
will be carried on under the Firm Name of
"DENNIS and BOWLEY."H. L. DENNIS.
Supreme Court House,
Hongkong, 1st June, 1899. [723a]CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above
on SATURDAY, the 3rd instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st June, 1899. [672a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN."

Captain Milroy, will be despatched for the
above Ports, on SUNDAY, the 4th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 1st June, 1899. [736a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched on
MONDAY, the 5th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st June, 1899. [666a]

THE "MOGUL" LINE OF STEAMERS.

FOR NEWCHANG AND TONGKI.
THE Steamship

"MOGUL."

Captain Bailey, will be despatched for the above
ports, on or about TUESDAY, the 6th instant.
For Freight or Passage, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st June, 1899. [737a]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.FOR SHANGHAI.
THE Company's Steamship

"WANGTSE."

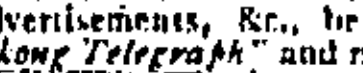
H. Allen, Commander, will be despatched as
above on THURSDAY, the 8th instant.
For Freight, S.C., apply to
HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 1st June, 1899. [739a]

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to sub-
scriptions, advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editor.
Communications intended for publication must be accom-
panied by the name and address of the writer, not neces-
sarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the fair discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

Intimation.

A. S. WATSON & Co.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the Far
East and are invariably preferred on
account of their excellence.ABSOLUTE PURITY is guaran-
teed. The best materials only are
used.THE PRICES are only half those
charged in England.WATERS MANUFACTURED
BY US are acknowledged by the
leading English makers to be equal
to those of their own production.Sir Edward Frankland, K.C.B.,
D.C.L., F.R.S., &c., the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture—"It possesses an extremely high
degree of organic purity and is
of most excellent quality for
drinking."A. S. WATSON & Co., Limited,
QUEEN'S ROAD, CENTRAL.

Established A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 1, 1899.

REUTER'S TELEGRAMS.

ARRIVAL OF MAJOR MARCHAND IN
FRANCE.LONDON, May 30th.
Major Marchand has arrived at Toulon, and
was received by the Authorities and Deputa-
tions with enthusiasm.

THE DREYFUS AFFAIR.

M. Baillet-Latour has concluded his address
to the Cour de Cassation. The new fact which
was legally required for a revision of the sen-
tence was supplied by the discovery of two
letters which Major Esterhazy had written on
peculiar paper, identical with that on which the
Bordeaux court had written. M. Baillet-Latour
finally ascertained on his honour and conscience,
that he was convinced Major Esterhazy wrote
the Bordeaux letter, and that the honour of the Army
did not require the detention of an innocent
man on Devils Island. An immense sensation
was caused and the Anti-Revisionists were
dumbfounded declaring that M. Baillet-Latour
had been bribed.

AUSTRALIAN FEDERATION.

The final Federal referendum in South
Australia shows that 66,000 were for and 17,000
against federation.

BETTING ON THE DERBY.

2 to 1 on Flying Fox.
5 to 1 against Holocaste.
100 to 8 Oppressor.
100 to 1 Damocles.
40 to 1 My Boy.
50 to 1 Desmond and Innocence.
66 to 1 Scintillant.

WEATHER REPORT.

The Observatory report says:—On the 1st
at 11.50 a.m. The barometer has fallen on the
China coast, particularly in the North. Pressure
is low over N. China, and gradients are slight
for 5. winds along the coast generally. FORE-
CAST:—Moderate S. winds; squally, showery.

LOCAL AND GENERAL.

Up to April 28th the total American casualties
in the Philippine campaign amounted to 198
killed and 1,111 wounded.A RUMOUR is current to the effect that a collision
has occurred at Kyoan-shan between German
soldiers and Chinese rioters, whose number is
reported to have amounted to 20,000.In connection with the Newchwang Railway
an order for 14,000 tons of steel rails has been
placed by the railway directors of the Chinese
Government with Mr. G. Turner, of Glasgow.THE three highest prizes of this month's draw-
ing of the Loteria de Juarez, Mexico, are as
follows:—First prize, \$60,000, No. 3784; Second
prize, \$30,000, No. 3544; Third prize, \$10,000,
No. 4283.By the Orient Line steamer *Omrah* which left
Albany on the 9th April, 37,000 cases of Tas-
manian apples were shipped for London. This
is the largest quantity of Australian apples
hitherto sent in any one vessel.We note that it is rumoured at Bangkok that
the Scottish Oriental Steamship Company will
run steamers from Singapore to Bangkok, the
agreement which they made with Holt, not to
do so, not holding good with his successors—
the new syndicate.THE contract for a loan for building the Tien-
tsin-Guangzhou Railway was signed on the 26th
May, between the Chinese Government and the
representatives of the Hongkong and
Shanghai Bank and German-Asiatic Bank.
The amount of the loan is £16,000,000.At Yumati a few evenings ago an armed party
visited a house and bound and gagged the in-
mates; after ransacking the dwelling and pur-
loining money and property to the value of \$30
they made off, but the police were informed,
and two captures have been accomplished.WHEN a cat and a steam roller dispute the
roadway it is imprudent to bet on the cat, as
the odds are all against it from the start. This
was apparent on the morning of May 26th,
when a cat got foul of a steam roller at present
at work in the Shekuen Road, Shanghai. The
roller was an easy first, the cat nowhere.ON Saturday, May 20th, at Singapore, the S.
R. C. played an eleven selected from D Com-
pany of the King's Own Regiment, at Tanglin,
and won the match by 14 runs. The Club total
was 89, and that of the representatives of D Co.
75. For the Club, Ess was the only man to
get to double figures, his score being 55, not
out. The highest scorer for the soldiers was
Rigg, not out 22. In bowling Ess took six
wickets for 27 runs, Pte. Butler 5 for 26, and
Sergeant Breen 5 for 50.SUB-LIEUTENANT A. E. Silvertop, of H.M.S.
Plenty, has been specially promoted to the
rank of lieutenant for services rendered in the
Philippines. Lieutenants Briggs and Silvertop
landed with a party of bluejackets after the
Philippines fired the town of Iloilo, and rendered
valuable services in protecting the houses and
business places of the British firms from total
destruction; and particularly the branch office
of the Hongkong and Shanghai Bank. Recog-
nition of the special services of the Lieut. Com-
manders Green and Cowper of the *Plenty* and
the *Plover*, and of Lieut. Briggs, would be
well received by the British residents at Iloilo
and Manila.It is stated that in consequence of the ap-
pearance of foreign men-of-war off Chinhai and
Shihpu, Governor Liu, of Chekiang, has in
addition to sending Commandant Li with
trained forces to Shihpu, wired to the Nanjing
Viceroy for the service of the Chinese cruisers
Yuanhai and *Chowin* to strengthen the
defence of that harbour.A REPORT is again going the rounds that the
Ensign-Dowager has ordered Viceroy Chang
Chih-tung to Peking to confer on military
matters in view of the present crisis in China.
Teng Hui-hsi, Governor of Anhwei, will take
charge of the Viceroy's seal during Chang's
absence and Teng's post will be temporarily
filled by Yu Yinli, Governor of Hupei, whose
vacancy will in turn be assumed temporarily
by Tang Shouming, Provincial treasurer of
Hupei.REV. Mr. Mawle, addressing a meeting of the
Preventive and Reformatory Institute of
London for females, in Exeter Hall on the 6th
inst. said: "We are living in an age when
Christian work is largely counterbalanced by
indecent pictures and publications. The
literature of the day is as bad as it possibly
could be, but the advertisements are worse;
they are positively indecent. It is deeply to
be regretted that the stage, in the matter of
indecent advertisements, is the worst offender."
In fact, Mr. Mawle went on, he found that the
bishops of the Church of England were recom-
mending their clergy to go to the theatre.
(Cries of "Shame! shame!") and he was bound
to say that he felt the need of a second re-
formation. The British stage, he declared,
was distinctly immoral, and he hoped that a
determined crusade would be carried on
against it.A LONDON telegram dated April 28th, published
in the New York Journal says—Louis Spitzel,
who has been supplying the Filipinos with
arms, arrived here to-day direct from Hong-
kong. He said to the Journal: "Why shouldn't
I furnish arms to the Filipinos? There's
money in it. I'm a British subject, and it's
legitimate business. Didn't Dewey and Wil-
dman give Aguinaldo rifles in the beginning?
"Aguinaldo is an exceptional man. He is
a born leader. The best thing the Americans
can do, now that negotiations are opened, is to
give him some sort of recognition as the ruler
of the islands. He is the only man who can
control the natives." Spitzel is the silent
partner of Li Hung-chang in China. He is
now arranging a big deal that may interest
Satterlee's creditors in Philadelphia, who know
he made a lot of money in China during the
last 40 years with Spitzel selling arms and
getting concessions.THE *Singapore Free Press*, of May 23rd, com-
ments as follows on affairs in the Philippines:
—The world at large must be glad to hear that
late in the day as it is and hopelessly sad, as
has been the history of numerous blunders,
negotiations are now declared to be proceeding
between the Philippine Commissioners and the
Filipino leaders with a view to the closing
of hostilities and the establishment of a *modus
vivendi*. We are of those who, on an estimate
of the situation in the Philippines at and after
the battle of Manila Bay, held that no obstacle
whatever except military vanity and thirst for
war *kudos* lay in the way of an entire and perfect
co-operation and understanding between the Phi-
lipino Government and what ought to have been
the American Protectorate, instead of which the
shilly-shallying authorities at Washington, who
never understood the position, or even if they
did, had not the historical knowledge to know
what to do with it, acted in so foolish a way
that they, quite necessarily, manufactured
enemies out of friends, and educated the Phi-
lipinos into a gradual comprehension of the fact
that the fine liberty-loving sentiments that the
United States professed at the beginning of the
war were merely show goods for exhibition in
the window; and that the real business in hand
was territorial expansion and, incidentally, the
subjugation of races that dared to fancy they
were not cattle to be bought and sold
as remainder chattels of the Spanish war.
The Americans are credited with honour, but
tragic as it all has been, the supreme comedy
of the situation is the high-falutin *soi-disant*
earnestness in military adventure of the nation
whose very Constitution stifles such con-
duct and condemns such action. The ten
commandments sound very nice chanted in a
creed as a bit of verbal jingle, but "break the
lot whenever you have the chance" is about
the nearest way of explaining how it is the
United States succeed in squashing their
Constitution when it does not chime with
the temptation of the moment, and do it all,
too, in sober earnestness, without
seeing the immense joke of it all. As you
cannot eat your cake and have it too, so the
United States must not expect to contemptuously
knock the principles of the Constitution into a
cocked hat, and yet hold the fragments up to
continued national veneration. It is clear that
a temporary scheme of adjustment
in the Philippines is what is meant. Whether
that is to be sincere, with an intention
of the establishment of fair working relations
on a ground that will enable the Filipino people
to retain their self-respect, or whether it is to be
a mere dodge to get the better of the Oriental
nigger on the cheap when he has been
weeched into laying down his arms, is a
thing that remains to be seen. But what-
ever the "wash-up" may be worth, the mess
has been as needless as it has been sanguinary.
A little less of the exaltation of military
efficiency, and a little more regard for the words
"freedom" and "right" outside of the Ameri-
can monopoly of these phrases, would have
rendered the chapter of American history deal-
ing with the Philippines a very different thing
from the foul blot it now shows itself on the
fair fame and humanity of the United States.
But an amendment in a right spirit may yet pass
the kindly sponge of forgiveness, if not a
violent or a political escape that has proved
at once ridiculous and tragic.A FEW days ago, a fox terrier was confronted
with a huge dragon-fly. The fly did not at all
appreciate the dog's attention and "got his
back up," keeping the dog at bay for a con-
siderable time, and at last drove the terrier off
the field.Up to the time of going to press nothing has
been heard of Captain Moncur, who was missed
from his ship, the *Fairbank*, yesterday. The
only thing to hand is concerning the contents
of the letter left for the chief officer. In this,
we are told, instructions were given for the
mate to send certain clothes somewhere, as the
captain was going away.CAPTAIN G. F. Menzies, who goes out to join
the Chinese Regiment at Weihaiwei, entered
the service in 1893. He had the good esteem
of the War Office. Captain C. E. Pereira, an-
other officer who goes out to Weihaiwei, is a
Coldstreamer, with fifteen years' military ex-
perience. He was given his commend twelve
years after joining the army. The Chinese regi-
ment now numbers 300 men.A RESIDENT of Manila recently imported, for
his own use, a pair of blankets such as are
commonly used in temperate climates, Eng-
land, or the United States, but are seldom
found in a climate like that of the Philippines.
That is the reason why he had to import them
himself, says the *Manila Times*. The pur-
chase price of the goods was \$8 Mex, but be-
fore they finally reached the purchaser, the
following additional charges had to be met:—
Import duty \$1.20
Additional 8 per cent ad valorem 89
Surcharge, 10 per cent, import duty 45
Stamps on Customs documents 42
Commission to landing agent 75
Freight from Hongkong 1.10
Freight to Manila Bay 1.75
Man employed to land the goods 25
More stamps 25
\$10.06

SANITARY BOARD.

This afternoon a meeting of the Hongkong
Sanitary Board was held for the purpose of
considering what further steps are necessary in
dealing with the plague, more especially with
reference to overcrowding. The President (Dr.
Atkinson, Principal Civil Medical Officer) oc-
cupied the chair, and there were also present
the Vice-President Hon. F. May (Capt. Super-
intendent of Police), the Hon. R. D. Ormsby
(Director of Public Works), Mr. E. Osborne,
and Dr. Clark (Medical Officer of Health), Mr.
A. W. Brown (Acting Registrar-General), and
Mr. Duggan (Secretary).The President explained that No. 9 Health
District was much to be considerably over-
crowded and that it was necessary to con-
sider what steps could be taken to remedy the
evil without recourse to the long and arduous sys-
tem of serving notices on the inmates of the
houses which only lead to the objects of the
Board, being defeated by the people moving
into and overcrowding other houses. No. 9
District was pronounced more plague cases
than any other, and matters had been the same
in previous years. He therefore moved that
the Government be recommended to proclaim
No. 9 District an infected area under section 32
of the Public Health Ordinance, which would
enable the Board to deal with the matter once.
A long discussion ensued. Dr. Clark con-
tending that the overcrowding did not exist to
such an alarming extent, while Mr. May
pointed out the danger to be apprehended
from driving people from an infected to an
uninfected area without taking steps to provide
houses for them and keep them under observa-
tion. He pointed out the difficulty experienced
in 1894 when this had to be done under the
direction of Mr. J. J. Francis, Q.C., and said
that if it were now done it could be carried
out in the same manner. The real evil lay in
the insanitary nature of the houses, and steps
should be taken to remedy this. We should
not allow the health of the colony to be
jeopardised by landlords for their own gain.
Mr. Osborne did not think it wise to disturb
the people of the District at the present time.
The Board ought to have discovered this over-
crowding before plague broke out and remedied
it then. He proposed the matter be recon-
sidered three months hence.Mr. Ormsby pointed out the evils arising
from four storey houses being erected on sites
formerly occupied by two-storey buildings and
handed in a plan lately sent him in illustration
of this point.The motion was carried after much discussion
and it was decided to ask the Government when
the amendment to the Public Health Ordinance,
now under consideration, might be ex-
pected to be passed.

This was all the business.

HOUSE-BUILDING IN BANGKOK.

Owing to the gradual influx of foreigners for
Government service, the house accommodation
in Bangkok has become insufficient, despite
the number of land-owners who are continually
building. Sapattorn Road, which had not a
single foreign resident till Mr. Murray-Camp-
bell leased the house, now in the occupation of
Mr. Jardine, some six years ago, has now
twenty bungalows chiefly occupied by the
Belgian Legal Advisers. At present Mr. Brock,
formerly engineer in the Railway department,
has contracted for, and is now building, what
will perhaps be the best private dwelling-house
in Bangkok. This will be the future residence
of Mr. J. J. Francis, Q.C. When this building
is completed, we believe the present residence
of that gentleman will be converted into the
departmental office of the General Adviser.
Phya Shihai Tejo, who is perhaps one of the
largest private land-owners here, is also build-
ing on both sides of Srirangwong Road, but
still the cry is "more houses wanted."

BIG PRICES FOR ANIMALS.

The biggest price ever given for a horse was
\$150,000, when Ormande, one of the property of
the Duke of Westminster, was bought for that
sum by a California millionaire. The famous
winner of the Derby, St. Leger and the Two
Thousand Guineas in one year was recently
sold for \$105,000—Galtee More. The most
valuable colic dog known is owned by Mr.
Morton, of Manchester, who gave \$65,000 for
him. He is the finest dog of his kind that has
ever been reared, and has taken forty-eight
prizes at various shows. Perhaps the most
expensive cow ever sold at a public auc-
tion was a Friesian cow, standing at a year
old in Plymouth. This bird had been owned
by a French nobleman, and was sold for \$100,000.
Needle, the dog which was killed by a train
last month, was sold for \$10,000.

REVIEW.

TALES OF THE MALAYAN COAST FROM
PENANG TO THE PHILIPPINES, by Rounselle
Wildman. Leithorn Publishing Company, Bos-
ton, W. Brewer & Co., Hongkong. This
is a very neatly got up little volume of stories
of the authors' experiences in Singapore
and the Malay States, with a few stories
of the Malay life added. We utter-
ly fail to see how the tales stretch from
Penang to the Philippines, for the nearest
approach to the latter place is the island of
Borneo, which, to the best of our knowledge,
has never been included in the Philippine
group. The preface states that "These stories
are the result of nine years' residence and ex-
perience on the Malayan coast," which, in
modern times, has been brought again into the
atmosphere of valor and performance by Rajah
Brooke of Sarawak, the hero of English ex-
pansion, and Admiral George Dewey, the
hero of the Asiatic squadron, the hero of American
achievement. We fail to see how the reference
to Admiral Dewey can be made to fit in, for the
book does not deal with the Philippines
and, even if it did, they do not form part of the
Malayan coast.The tales number seventeen in all, and are
very brightly and graphically written, making
very enjoyable reading for both old and young.
The author has a bright manner of expressing
himself and has pitched upon many phases of
Malayan life which should be of interest to
both European and American readers. The
story of "Baroo's Good Tiger" is particularly
good, though we fear that it must be based more
upon the author's imagination than upon his
experiences, for it would be an exceedingly
amiable tiger that would permit a small
Malay boy to travel through the jungle held
in fast to his tail. However, this tiger may
have been one of those exceptions which, we
are told, go to prove the rule. "Lepas's
Revenge," a story of a monkey, is another
good yarn; but again we must point out that
a monkey cannot throw, and the tale of Lepas
petting his enemy with the contents of the
side-board, as he sat at table, must be taken
with a grain of salt. As an effort of imagina-
tion it is distinctly good, but as a faithful
record of a monkey's doings it must be accepted
with a certain amount of scepticism. The
descriptions of "A Crocodile Hunt," "A Pig
Hunt," Singapore, and a visit to "King
Solomon's Mines" are very pretty pieces of
word painting and are well worth reading.
So indeed, is the whole book, if it is taken as a
mere description of a quaint people and not as
the result of a careful study of their manners
and customs. For instance, in describing the
chewing of betel, the author says "He
drew from the pouch in the knot of his sarong
a few broken fragments of areca nut. These
he wrapped in a lemon-leaf well smeared with
lime, and tucked the entire mass into the cor-
ner of his mouth." Here the author is far
astray. Lemon leaves are not used, but betel
chewers, but the leaves of the *stink*, a species
of pepper, and the name of the leaf is given to
the act of chewing by the Malays, who say
makau stink, not *makau stink*. Again, the
name given to labor after his day's work is
the tiger is, according to the author, *Harman
Anak*, or tiger-child. This is bad grammar
and should be *Anak harman*, the har being
dropped. Numerous similar mistakes will be
found in the Malay words and phrases through-
out the work by those acquainted with the
language.A short and fairly accurate history of Sar-
awak is given, with a description of the present
Rajah, and we are pleased to see an American
appreciate the wonderful work that has been
done by the two English Rajahs of this formerly
savage land. But even here we catch the
author tripping. He describes a conversation
held with the Rajah on his yacht, the *Rajah*, in
Singapore harbour, one evening, and, after
speaking of "the thousands of lights from burn-
ing richkashs and bullock carts," that were
"dancing along the wide esplanade," he makes
the somewhat startling statement that "An
hour later I stepped into my launch, which
was waiting alongside. The American flag at
the peak came down, and the guns of the *Rajah*
believed forth the consular salute." We believe
that when Admiral Dewey, to whom the book
is dedicated, reads this passage, even his stern
features will break out into a smile at the idea
of a salute after dark.However, there are not many books upon
the life of the Malay, and we must forgive the
author the slips by reason of our gratitude to
him for bringing a simple and lovely people
before the public. It is only those who have
had a close acquaintance with Malaya and the
Malays who will be able to note inaccuracies,
and these will forgive them, for the reason
above stated. We heartily congratulate Consul-
General Wildman upon his work, which is one
that will serve to while away an idle hour at any
time, for it is well written, his descriptions are
good, his literary style all that can be desired,
and his tales very readable and interesting.
We trust that he will forgive our good-natured
criticism and that the whole of our readers will
bestow Messrs. Brewster's store for a copy
of the book, which we can assure them is well
worth obtaining.

THE SIAMESE CURRENCY.

We (*Bangkok Times*) learn that Mr. Rivet
Carac, the Comptroller-General, is now draft-
ing proposals for the Government to institute
a Decree that will have for its object the fur-
therance of a real purification of the currency
of the country. He proposes that power should
be given to the Government Treasury officials,
and to the Managers of the Hongkong and
Shanghai Banking Corporation, the Chartered
Bank of India, Australia and China, and the
Banque de l'Indo-Chine to cut or break all
counterfeit "ticals," "salangs," or "saungs" that may
be presented for acceptance at the Treasury
or at the banks.The amount of counterfeit coin in circulation
has always given trouble in Siam, but of recent
years it has certainly been very great, and the
real trouble is that we have no adequate means
of reducing it. The punishment awarded to
coiners is severe enough, but the stock of bad
ticals must necessarily go on increasing if they
are not destroyed. Under a Decree of the
year 1903, the Bangkok Treasury officials have
power to confiscate counterfeit coins, but that
Decree seems to have been more or less a dead
letter. Some decree that will really help to
purify our currency is extremely necessary now,
and there seems every reason to believe that
the Bangkok Government is now at work to
greatly stimulate the desired purification.CHINESE CYCLISTS IN LONDON.
A quite unusual spectacle was witnessed in
the Royal Botanic Gardens at Regent's Park
on the afternoon of 22nd April, when several
Chinese, connected with the Chinese Legation,
were to be seen cycling on the broad walk
from the principal entrance to the garden.
The sight was a novel one, and the Chinese
cyclists were much admired by the English
spectators. The Chinese cyclists were all
well dressed, and their bicycles were of the
latest pattern. They were all riding in a
line, and their movements were very graceful.
The Chinese cyclists were all of the same
age, and they all appeared to be very fit.
The Chinese cyclists were all of the same
age, and they all appeared to be very fit.

THE WEST RIVER PIRACY CASE.

Further details as to the case of piracy
which took place on the West River on Mon-
day last week, are to hand. Messrs. Banker
and Co., steamers, the *17/2 Oh* was taken
possession of by a party of pirates who had
embarked as passengers and money and goods
to the value of \$7,000 were taken.
It seems that many of the passengers on the
17/2 Oh were women who had sums of money
on them. The pirates took the women to their
large rooms leading to the passengers' quarters
were not shut, as they should have been when
the launch reached Kanchek Rapids, and
when a signal was given the pirates swarmed
over the launch and took everything in
their own hands. They were all armed,
and resistance would have been useless. One
party took possession of the main deck and the
other of the upper deck, and the captain
was ordered to steer in the direction of Kong-
moon. On arriving there the pirates found
some of their confederates awaiting them with
a couple of lighters and sampans. The pirates
set out for the launch and the pirates got into
them and made off, having previously told the
captain he could go.The *17/2 Oh* is a large launch some 175 feet
long, and steams at the rate of 12 knots an hour.
That being the case, why did not the captain
run the pirates down, as he could easily have
done when they were in the sampans? He
never made his way to Canton, and reported
the matter there. In the meantime the pirates
got clear away. There is no truth in the story
about the *Sandpiper* coming up with them.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in the column.)

THE WATER FAMINE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR:—A few days ago a letter appeared
in the local press calling attention to the fact
that although it was stated that the water would
be turned on in certain districts for four hours
daily, the unfortunate who lived at a distance
from the waterworks, owing to the very low
pressure at which the water is supplied, are
debarred from getting any until those who live
closer are first satisfied.The Europeans who have the misfortune to
live in the top floors of the houses in Queen's
Road have every morning to wait until the
water below have filled up every available
vessel, washed out their cook-pots, and
allowed the tap to run for half an hour to
cleanse the drains, before they are able to get
a drop sufficient to make a cup of tea.Now, Sir, this unsatisfactory state of things
can easily be remedied by turning the cock on
a little fuller, so that the water will have
enough pressure to reach the top floors of
houses, especially those that are practically on
the sea-level.Thanking you, Sir, for your kindness for
inserting this growl.Yours truly,
Hongkong, June 1st, 1899.

UNWASHED.

SPORT IN PERAK.
A tigress which has been causing a great
deal of damage to cattle at Perak Besar near
Ipoh has been killed by a gun trap set up
by Malays, who were her greatest victims. They
say the \$35 given as a reward, does not cover
the loss they have sustained through the brute's
depredations on their cattle, &c.Mr. Burnside, the District Magistrate of
Matang, shot a tiger the other day. The tiger
had killed a pig, and when he returned next
day to the kill Mr. Burnside gave him his
quietus.In view of the considerable damage done to
the

SUSPECTED SUICIDE OF A STEWARDRESS.

On the arrival of the P. and O. Company's steamship *Exeter* at Bombay harbour, the captain made a report to the police that Mrs. Halfyard, a second-class stewardess on board the vessel, had been found missing from her cabin during the voyage. It appears that on the night of the 28th April, while the vessel was proceeding through the Red Sea, Mrs. Macdonald, another stewardess, went to Mrs. Halfyard's cabin and found the door fastened from the inside. The captain was informed, and on the window of the cabin being forced open, she was found missing. It is surmised that she must have jumped through the scuttle, on to the screw of the rudder. When last seen, she was said to be in good humour. Her body was not found, as the vessel must have travelled several miles before the occurrence, was brought to the notice of the captain. Two days previous to the death of Mrs. Halfyard the ship lost a steward from pneumonia, and a day following her death a Persian lady passenger took very ill. Mrs. Halfyard was the widow of one of the engineers of the P. and O. S.S. *Exeter*, who died about three years ago.

REGIMENTAL SPORTS.

The sports of the "King's Own" held on the Regimental Football ground at Tanglin on Saturday, May 20th, at Singapore, attracted quite a large gathering of people, who were favoured by an exceptionally cool and pleasant afternoon. The events and their results were as follows:

Putting the shot (16 lb.)—1. Pte. Coward, A. Co.; 2. Pte. Smith, F. Co.; 3. Pte. Windsor, D. Co.

Gymnastic Display (pampered boys). *Hurdle Race* (120 yds.)—1. Lance. G. Williams, 2. Drum. Jones.

Long Jump—1. Pte. Aragon, D. Co.; 2. Pte. Hill, F. Co.

Gymnastic Display (vaulting the horse).

Boys Race—1. Williams, 2. Burgess, 3. Holmings.

Artistic Race—1st. Clerk, G. Williams, 2nd. Clerk, Pte. Holmings, 3rd. Clerk, Elinton.

The Gymnastic Displays given by the men and their instructor, Staff Sgt. Shiner, on the parallel bars and vaulting horse, were very fine indeed. A considerable number of competitors entered for the Artistic Race, which caused a great deal of excitement. The band was in attendance and played a fine selection of music. Two clowns were also present, and they kept the spectators alive with their funny antics.

The prizes were kindly distributed by Mrs. Rowlandson.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 1, 1899.

AN IRON FAMINE.

Europe and the United States are at the moment facing the problem of a famine of crude iron. The prospect of such a calamity has been in sight for some months past, and every week it has grown clearer, until now it has developed into a practical certainty. The great engineering activity of the last few months has been a direct result of the fact that the world's supplies of iron are fast becoming exhausted. The United States, Great Britain and Germany, have been in excess of the production, and as an inevitable consequence there has been a considerable depletion of stock. The furnaces of all three countries are in blast to their full productive capacity, but there is already a shortage of iron, makers are booked ahead as far as July, nearly every ton of floating supplies up and down has been taken up with avidity and the majority of users are living literally from hand to mouth, hopeful, of course, but entirely ignorant of any source from which they can be assured of further supplies to keep them going at anything like the present high pressure. When the alarm was sounded, there was an inclination to scepticism, and it was argued that consumption in the United Kingdom at least could not be in excess of the output for the reason that warrant stocks did not vanish or even diminish at any ominous rate. But warrant stocks have been kept up only by the influence at work in Glasgow to keep down the prices of crude iron and steel. Even as it is, these stocks do not last for 200,000 tons, all told, and when the break comes, we ought to see something interesting.

The world's production of pig iron last year was about 35,000,000 tons, towards which the United States contributed 11,774,000 tons, the United Kingdom between 8,700,000 and 9,000,000 tons, and Germany 7,403,000 tons. In each of the three instances, the consumption was in excess of these figures. American consumption was 12,250,000 tons, and having regard to the phenomenal briskness which characterized the trade this aggregate will not appear to be at all extravagant. The steel strike in South Wales, England's output was a decline as compared with 1897, although it could have done very well with a big increase. At the same time, the requirements of steel plates and of structural iron and steel generally were much in excess of the average; and users of pig, whose commitments of finished goods did not permit them to slacken activity, were compelled to buy on a rising market. As a result, the quantity of pig iron utilized in the twelve months was in excess of 35,000,000 tons, 30,000,000 tons more than the annual production. The German consumption is given on authority as 7,650,000 tons, or 247,000 tons more than the output. For the three countries the dip into reserves was over 1,000,000 tons; and we are told now that as a result of this, and of the continued briskness since the beginning of this year, there are in America and the United Kingdom together no more than 1,000,000 tons of unused pig iron available for consumption. This estimate cannot be far either way, and it requires no special degree of penetration to realize that, with demands still on an abnormally high scale, the outlook for low prices is more than cheerless. The trade reports, while gratifying enough as indicating a continuance of manufacturing prosperity, afford no consolation for those makers who have to face the question of costly raw material to fulfil orders booked at prices which took no account of such contingency. The German manufacturers have been particularly hard hit, and duty-free imports, for one year, of scrap iron, billets and blooms, and of raw plates, in order that they may be the better able to meet the increasing demand in raw material. On the pig iron market in Silesia stiffness has increased from week to week, consumption being heavier than ever before, and the scarcity in raw material very keenly felt. In Rheinland, Westphalia, pig is exceedingly scarce owing partly to increasing demand, and also to restriction in output, which was 30,000 tons last year. In the Silesia land it has been found necessary to put out a number of blast furnaces for repairs, and as it will be several months before they can be blown in again, a falling off in production will continue to be felt for some time to come. Germany has found it impossible of late to obtain consignments from the United States, and has been buying freely from England, thus competing with English engineers in the task of reducing stock. Though there has been a fall in the distribution of fresh orders, more than one branch of the English engineering trade there is no denying the remarkable character of the existing activity nor can it be gainsaid that the work still in hand is sufficient to keep makers busy until well on into the summer, even in those branches which are beginning to complain that new orders are less plentiful than they could wish. A North of England correspondent has this to say, with special reference to pig iron and the tardy recognition by the trade that the warrant stocks are not to be accepted as a fair measure of the position:—"Consumers are ignoring practically for the present the fluctuations in the warrant market, it being apparent that the movements are not caused by any changes in the condition or prospects of the iron and steel industries, but are due entirely to the manipulations of the speculators. The ups and downs in prices of warrants are not at all reflected in the quotations for makers' iron, and the situation continues as good as ever for the producers of pig iron, whose stocks are well high exhausted. There is no pressure to sell, but, on the contrary, the pressure is to buy, and it has become a difficult task to purchase pig iron for early delivery in fact, some of the leading makers are not in a position to sell for delivery prior to June or even July."

After making all due allowance for the habit of exaggeration, to which our American friends are prone, it is incontestable that the boom in their country is very real. If it be argued that the ability to accept English and other orders for locomotives for prompt delivery shows that their machine shops are not engaged to their utmost capacity, it is certain that the greater consumption of pig iron involved by this acceptance does not tend to ease the demand for the raw material. Close upon fifty furnaces have been fresh blown in with a capacity of 2,000,000 tons per annum, and it is estimated that nearly every ton of the 14,000,000 tons which will be made this year, provided the present rate of production is kept up, will be required in the United States. It is quite certain that the minor producers will be able to afford no help worth speaking of. Their capacity, individually in the aggregate, is too inconsiderable to allow them to make any spur that would both meet their own requirements and leave much of a margin for export. But it will be asked, will it not be possible to increase the output by putting more furnaces into blast? The fact is that the furnaces already in blast are running at a temperature of 2,700 degrees, which cannot be utilized profitably unless larger supplies of ore are available, and unless prices of pig iron go up still more, while coal prices decline. The situation has a direct interest for India, because it may lead to the development of this country's iron deposits, which unless we have all been misinformed, are available with a fair margin of profit.

It is to be seen, simply, that the price of pig iron is high, and that the demand for it is great. The United States, Great Britain and Germany, have been in excess of the production, and as an inevitable consequence there has been a considerable depletion of stock. The furnaces of all three countries are in blast to their full productive capacity, but there is already a shortage of iron, makers are booked ahead as far as July, nearly every ton of floating supplies up and down has been taken up with avidity and the majority of users are living literally from hand to mouth, hopeful, of course, but entirely ignorant of any source from which they can be assured of further supplies to keep them going at anything like the present high pressure. When the alarm was sounded, there was an inclination to scepticism, and it was argued that consumption in the United Kingdom at least could not be in excess of the output for the reason that warrant stocks did not vanish or even diminish at any ominous rate. But warrant stocks have been kept up only by the influence at work in Glasgow to keep down the prices of crude iron and steel. Even as it is, these stocks do not last for 200,000 tons, all told, and when the break comes, we ought to see something interesting.

STEALING A STREET.

PACIFIC COAST STEAMSHIP COMPANY ACCUSED OF A PECULIAR THEFT.

According to a story in the *Daily Alaska Dispatch*, Juneau, of April 7th, the Pacific Coast Company is about to acquire possession of a blocked street in Juneau. The story is as follows:

When John Olds was trustee of the city of Juneau he laid out a continuation of Front Street, which was to run to the water front to connect with Captain Carroll's wharf site. A party by the name of Price, during the times when the Juneauites were doing more business than they could handle, built a two-story house, which now lies vacant and faces Front Street back of the Pacific Coast Steamship Company's warehouse, and squarely in the middle of the street.

A case was tried in court and Price was ordered to remove the house. And as the order of the court was never carried into execution, the blocking proposition was purchased by the Pacific Coast Company, who now have the wharf facilities on that portion of the city blocked, and have applied for a patent.

The citizens adjacent to the property are reported to be up in arms against the proposition, and the Alaska chamber of commerce has been appealed to, and a protest filed against the issuance of a patent.

Had this street been legally opened before this, says the *Dispatch*, there would have been docks and coal bunkers on the point; but to start to build wharves now means a fight in the courts and land department for at least two years.

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897.

NOT SO FAR AWAY IN CHICAGO U. S. A.

Greatest Mail Order House in the World.
MONTGOMERY WARD & COMPANY,
111 to 120 Michigan Ave.
WHO ISSUE SEMI-ANNUALLY THE MOST COMPREHENSIVE

GENERAL CATALOGUE AND BUYERS' GUIDE.

Containing 800 pages (6 1/2 x 11 inches), 14,000 illustrations, 40,000 descriptions of goods, and a full list of prices. It is the most complete and up-to-date catalogue of goods ever published. It contains a full list of prices for all the goods in the world, and is a most valuable book for all who are interested in the trade. It is a most valuable book for all who are interested in the trade. It is a most valuable book for all who are interested in the trade.

MONTGOMERY WARD & CO., CHICAGO, U. S. A.

111 to 120 MICHIGAN AVENUE.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Port Folio, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897. [493]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING.

With TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 10 CENTS. Only a limited Number printed. Send Orders early to—

The Manager, "HONGKONG TELEGRAPH'S" Office, 20, Queen's Road Central, Hongkong, 5th March, 1899.

Shipping STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"CHELYDRA"
Captain Davies, will be despatched as above on SATURDAY, the 3rd June, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 31st May, 1899. [718a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR NINGPO AND SHANGHAI.
THE Company's Steamship
"PAKHOI,"
Captain Stett, will be despatched as above on SATURDAY, the 3rd June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1899. [726a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"BENLOMOND,"
will be despatched for the above port on or about the 3rd June.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 29th May, 1899. [728a]

THE OSAKA SHOSHEN KAISHA, LIMITED.
REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.
THE Steamship
"SUMIDAGAWA MARU,"
Captain S. Namekata, will be despatched for the above ports, on SUNDAY, the 4th June, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 29th May, 1899. [719a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR FOCHOW.
THE Company's Steamship
"CHINGTU,"
Captain Dodd, will be despatched as above on SUNDAY, the 4th June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th May, 1899. [730a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, PIUM and TRIESTE.
(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, LEVANT and AFRICAN PORTS.)
THE Company's Steamship
"VINDOBONA,"
Captain C. Belten, will be despatched as above on MONDAY, the 5th June, P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 29th May, 1899. [729a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"KINTUCK,"
Geo. W. Long, Commander, will be despatched as above on TUESDAY, the 13th June.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 30th May, 1899. [695a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on THURSDAY, the 1st June, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine, A Refrigerating Chamber, ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th May, 1899. [711a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"INDRAPURA,"
Captain A. Normal, will be despatched as above on SATURDAY, the 3rd June.
For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 20th May, 1899. [686a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TAKOW.
THE Company's Steamship
"NINGPO,"
Captain Phillips, will be despatched on THURSDAY, the 8th June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1899. [734a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"IDOMENEUS,"
Captain Riley, will be despatched as above on TUESDAY, the 20th June.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1899. [734a]

Shipping STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship
"VORTIGERN,"
Captain Fairweather, will be despatched for the above port, on MONDAY, the 5th June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1899. [546a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"FOOCHOW,"
Captain Smale, will be despatched as above on MONDAY, the 5th June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1899. [733a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, ex S.S. *Himalaya* & *Arcadia*.
From Australia, ex S.S. *Australia*.
From Bombay, ex S.S. *Shannon*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 26th May, 1899. [5]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

KUNH & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KORE, Hongkong, 15th March, 1898. [42]

SIEN TING, SURGEON DENTIST, No. 10, D'ARCADE STREET, TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1898. [43]

The Share Market.

LATEST QUOTATIONS.

(June 1st.)

Banks. Hongkong and Shanghai Banking Corporation—103 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—45 buyers.

National Bank of China, Ltd.—\$22 Do. Do. —\$22.

Marine Insurance. Union Insurance Society of Canton, Ltd.—\$230 buyers.

China Traders' Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—\$180.

Yantai Insurance Assoc., Ltd.—\$144.

Canton Insurance Office, Ltd.—\$142 sellers.

Straits Insurance Co., Ltd.—\$41.

Fire Insurance. Hongkong Fire Ins. Co., Ltd.—\$312.

China Fire Ins. Co., Ltd.—\$83.

Shipping. Hongkong, Canton, & Macao Steamboat Co., Limited—\$20.

Indo-China Steam Navigation Company, Ltd.—\$70.

China and Manila S.S. Co., Ltd.—\$80.

Douglas Steamship Co., Ltd.—\$57.

China Mutual S. S. Co., Ltd.—(Preference)—\$910 buyers.

China Mutual S. S. Co., Ltd.—(Ordinary)—\$550 buyers.

China Mutual S. S. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$13.

Rothschilds. China Sugar Refining Co., Ltd.—\$173.

Luton Sugar Refining Co., Ltd.—\$58.

Mining. Puri Mining Co., Ltd.—\$3.

Do. Do. Preference Shares—\$170.

Société Française des Charbonnages du Tonkin—\$180.

Queen Mines, Limited—\$0.55.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

Hongkong Land Investment and Agency Co., Ltd.—\$51.

Kowloon Land and Building Co., Ltd.—\$24 buyers.

West Point Building Co., Ltd.—\$20.

Hongkong Hotel Co., Ltd.—\$87 buyers.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous. Green Island Cement Co., Ltd.—\$53.

China-Borneo Co., Limited—In liquidation.

A. S. Watson & Co., Limited—\$14.

Hongkong Electric Co., Limited—\$12.

Hongkong Rope Manufacturing Co., Ltd.—\$120.

Geo. Fenwick & Co., Ltd.—\$38.

Hongkong Ice Co., Ltd.—\$112.

Hongkong High Level Tramways Co., Ltd.—\$124.

Dairy Farm Co., Limited—\$4.

Hongkong & China Bakery Co., Ltd.—\$33 sellers.

Campbell, Moore & Co., Ltd.—\$11.

Bells Asbestos Eastern Agency, Limited—\$1 nominal.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$84.

Ewo Cotton Spinning & W. Co., Ltd.—\$12.

International Cotton Mfg. Co., Ltd.—\$12.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$12.

Soy Chee Cotton Spinning Co., Ltd.—\$12.

Yahong Cotton Spinning Co., Ltd.—\$12.

Tobacco Planting Co., Ltd.—\$3 per share.

Tobacco Planting Co., Ltd.—\$3 per share.

BENJAMIN, KELLY & PORTS (Share Brokers). Telegraph Address—"Rialto."

EXCHANGE. Hongkong, 1st June.

ON LONDON, Telegraphic Transfer 1/11 1/16.

Bank Bills on demand 1/11 1/16.

Credits, 4 months' sight 2/0 1/16.

D'Arques, 4 months' sight 2/0 1/16.

ON BERLIN, (demand) M. 2 1/2.

ON PARIS, Bank Bills on demand 2 1/2.

Credits, 4 months' sight M. 2 1/2.

ON NEW YORK, Bank Bills on demand 48 1/2.

Credits, 30 days' sight 48 1/2.

ON SHANGHAI, Telegraphic Transfer 7 1/2.

Private, 30 days' sight 7 1/2.

ON YOKOHAMA, T.T. 100 per cent. prem.

Sovereigns, Bank's Buying Rate \$100.

Gold Leaf 100 touch, per tael 52 1/2.

Bar Silver 52 1/2.

Dollars 52 1/2 per cent. prem.

OPIMUM QUOTATIONS. Hongkong, 1st June.

New Patna 730 per chest.

Old 730 per chest.

New Benares 720 per picul.

New Malwa, credit 750/820.

(Allowance, 100/100).

Old Malwa, credit 690/770.

Persian, paper 690/770.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aiken Mr. and Mrs. Kiene

Mr. John Angus Mr. and Mrs. Kiene

Mr. B. J. Barlow Mr. Kirkpatrick

Mr. Blouet Mr. Kirkpatrick

Mr. C. L. Borrett Mr. and Mrs. A. H.

Mr. and Mrs. A. H. Mr. T. Lamke

Mr. Bottenheim Mr. and Mrs. Large

Mr. L. Brown Mr. and Mrs. Lévy

Mr. C. M. G. Burnie Mr. J. L. Mayers

Miss Jennings Mr. J. F. Mayston

Mr. W. L. Capps Mr. A. C. Van Nierop

Dr. and Mrs. F. W. Clark Mr. H. Noel

Mr. Cohen Mr. and Mrs. J. Palmer

Mr. C. Crane Mr. W. Parfitt

Mr. Deronzier Mr. and Mrs. P. Parmenter

Mr. J. Dick Capt. Payne

Miss Durr Mr. and Mrs. P. Pring

Mr. A. H. Ellis Mr. and Mrs. R. P.

Mr. A. Gernard Mr. and Mrs. R. P.

Mrs. John Gibson Mr. P. Regalado

Capt. Goddard Mr. and Mrs. A. H.

Major and Mrs. Griffin Rennie

Mr. J. H. Grimes Mr. S. J. Robins

Mr. E. R. Hallifax Mr. A. O. Rotman

Mr. R. J. Hall Mr. C. S. Saviour

Mr. B. F. Harnesley Mr. C. Sherington

Mr. A. H. Hart Mr. H. Simmons

Mrs. Hillman Mr. Skinner

Mr. E. C. Hochapfel Mr. W. P. Thomas

Mr. E. Burton Holmes Mr. L. C. Tuckerman

Mr. T. Howard Mr. J. C. Vaughan

Mr. Wm. K. Hughes T. E. De Wit

Mr. R. Fleming Johnston Mr. and Mrs. W. Whitley

Mr. and Mrs. Joseph Mr. and Mrs. Whitley

Mr. and Mrs. Judah Mr. and Mrs. Whitley

Dr. Kempe Mr. Bagnall Wild

VISITORS AT THE WINDSOR HOTEL.

Mr. J. M. Abad Capt. G. H. Penne-

Colonel F. W. Ames father

Capt. and Mrs. F. Juan Pinyero

Mr. H. R. Brayne Mr. F. Rehbold

Lt. T. Brumby, U.S.N. Mr. J. Stevenson Tod

Mr. G. H. Bryant Staff-Surgeon W. E.

Mr. P. Bure Home

Mr. G. J. Chapman Mr. and Mrs. E. Home

Capt. and Mrs. A. C. Mr. John D. Hutchison

Mr. Clarke, R.N. Mr. E. T. Irwin

Capt. van Corbach Mr. H. W. Jeffries

Mr. G. H. Dunn Capt. F. Koford

Mr. and Mrs. W. H. T. Mr. J. E. Lee

Davis and child Mr. C. W. Longuet

Mr. A. L. Denison Mr. C. W. Longuet

Admiral G. Dowe, U.S.N. Mr. R. Mitchell

Col. H. Eldale Mr. S. A. Oliver

Col. G. J. H. Evans Mr. H. F. Page

Comdr. Cresswell J. Mr. T. P. Prentice

Eyre Mr. H. V. Prynn

Mr. J. S. Ezekiel Mr. F. Ryan

Miss Erskine Mr. A. Sinclair

Mr. A. Forbes Mr. A. Stokes

Lt. Col. A. R. Fraser Mr. G. H. Wheeler

Mr. M. E. P. Frost Mr. and Mrs. H. Wicking

CRAGIEBURN.

Lieut. J. G. Armstrong, Mr. A. I. Richardson

R.N. Mr. J. A. Ross

Mr. Armstrong & Son Capt. C. H. Simmonds

Lt. Col. G. F. Brown Mr. and Mrs. W. E.

Mr. Alexander Donald Mr. and Mrs. W. E.

Rev. F. Flynn, R.N. Turner

Major Long, A.S.C. Consul Valpelli

Major M. M. Morris Mr. and Mrs. Whitley

R.A. Mr. and Mrs. Whitley

Hon. and Mrs. R. D. Wright

Omaly Mr. F. Williams

Miss Crosby

VESSELS IN PORT.

Steamers.

Boostrad, Norwegian steamer, 1,970, Gullick-

son, 25th May—New York 24th March.

Pencilum, Standard Oil Co.

CHEONG, British steamer, 1,574, J. T.

Dawson, 26th May—Calcutta, via Penang

and Singapore 20th May, General.

Jardine, Matheson & Co.

CHIMOTU, British steamer, 1,444, C. B. N.

Dodd, 30th May—Manila 27th May,

General—Butterfield & Swire.

CHITTAOON, British steamer, 1,241, C. R.

Corfield, 25th May—Saigon 21st May,

Rice—Dodwell & Co.

CONSEMAUGH, American str., 1,833, Broom-

head, 31st May—Manila 18th May,

Ballast—Order.

COPTIC, British steamer, 2,744, Inman Sealby,

R.N.R., 26th May—San Francisco 28th

April, Honolulu 6th May, Yokohama 18th,

Kobe 19th, Nagasaki 21st, and Woonsoo

23rd, Mails and General—O. & O. S. S.

Co.

DRIKE RICKMERS, German steamer, 2,800, T.

Behle, 29th May—Singapore 24th May,

General—Siemens & Co.

DON JUSTO DE AUSTRIA, American steamer,

Rowin, 20th Jan.—Manila 16th January.

DOROTHEA RICKMERS, German str., 5,100, H.

Pape, 30th May—Singapore 24th May,

General—Siemens & Co.

ELSE, German steamer, 903, F. Petersen,

29th May—Bangkok 22nd May, Rice—

Jensen & Co.

EMPRESS OF CHINA, British steamer, 3,003, R.

Archibald, R.N.R., 30th May—Vancouver

9th May, and Shanghai 37th, Mails and

General—C. P. R. Co.

ETTRICKDALE, British steamer, 2,468, Stewart,

Dodwell & Co.

FAUSANG, British steamer, 1,410, N. Moncur,

31st May—Samarang 25th May, General.

Jardine, Matheson & Co.

FOOCHOW, British steamer, 1,253, H. Smale,

31st May—Canton 30th May, General.

Bunterfield & Swire.

GLOUCESTER, British steamer, 1,409,

Nilsen, 28th May—Saigon 24th May,

Rice—Dodwell & Co.

GOUVERNEUR, French steamer, 713, Orsim, 1st

April—Saigon 25th March, General—

Chinese.

HAILAN, French steamer, 377, W. Bast, 22nd

May—Hoihow 21st May, General—A. R.

Marty.

HONGKONG MARU, Japanese steamer, 3,385,

W. E. Filmer, 18th April—San Francisco

17th May, Honolulu 25th, Yokohama 12th

April, and Kobe 13th, General—J. S. Van

Buren.

HUE, French steamer, 704, Murlis, 31st May,

Haiphong 28th May, and Hoihow 31st,

General—A. R. Marty.

INDEPENDENT, German steamer, 871, A. Holz,

28th May—Samarang 15th May, Sugar—

Lauts, Wegener & Co.

KEONG WAI, British steamer, 1,115, R. Uns-

worth, 2nd May—Bangkok 26th April,

Rice—Timber—Yuen Fat Hong.

KIOTO MARU, Japanese steamer, 1,606, T.

Sakumi, 28th May—Saigon 24th May,

Rice—Japanese.

KUMSANG, British steamer, 2,075, Hay, 24th

May—Kumtu 19th May, Coal—Jardine,

Matheson & Co.

LENNOX, British steamer, 2,301, J. E. William-

son, 23rd May—Portland, Or. 23rd April,

General—Dodwell & Co.

OSLO, Norwegian steamer, 778, Ch. Pedersen,

Rice—Saigon 26th May, Rice—

Sander, Wier & Co.

PHRA CHOM KLA, British steamer, 1,011,

Fowler, 9th May—Bangkok 1st May,

Rice—Yuen Fat Hong.

RAGOVAR, Norwegian steamer, 1,320, Sender-

man, 22nd May—Saigon 17th May, Rice—

Order.

SHANTUNG, British steamer, 1,355, Frampton,

29th May—San Diego via Ports 4th April,

General—Butterfield & Swire.

SUNGANG, British steamer, 994, C. B. N.

Dodd, 20th May—Manila 17th May, General

—Butterfield & Swire.

TORDENSKJOLD, Norwegian steamer, 738, D.

L. Danielsen, 30th May—Canton 30th

May, General—E. & M. S. N. Co.